



# Concept Alternatives

The I-74 project team has completed an evaluation of transportation problems and deficiencies along I-74 and has developed the attached Concept Alternatives—I, II, III and IV, for improving travel through the corridor. The Concept Alternatives include the following improvements to I-74 and connecting arterial roadways:

- I-74 would be reconstructed and widened to 6 lanes (3-lanes in each direction) from south of the 23<sup>rd</sup> Avenue interchange in Illinois to the US 6 interchange in Iowa. Also, additional auxiliary lanes would be provided between 23<sup>rd</sup> Avenue and 7<sup>th</sup> Avenue (northbound and southbound), 6<sup>th</sup> Avenue and Middle Road (northbound), and 6<sup>th</sup> Avenue and Grant Street (southbound). North of US 6, the existing 4-lane facility (2-lanes in each direction) would be maintained.
- Existing bridges, including the Mississippi River structures, would be reconstructed and widened to match the proposed roadway improvements. Existing overhead structures would be modified, as appropriate, to accommodate the proposed widening along I-74.
- I-74 would be realigned in the vicinity of the Mississippi River. Three alignment alternatives have been developed for this area.
- Existing service interchanges at 23<sup>rd</sup> Avenue, 7<sup>th</sup> Avenue, River Drive, State Street/Grant Street, Kimberly Road, Middle Road, US 6 (Spruce Hills Road/Kimberly Road), and 53<sup>rd</sup> Street would be improved to correct current deficiencies and to enhance access to adjacent communities. Multiple interchange improvement alternatives have been developed and are illustrated on the attached graphics.
- Connecting arterial roadways adjacent to the I-74 interchanges would be widened and improved to enhance travel flow.

Concept Alternatives were developed through a series of workshops with the Iowa and Illinois DOTs, Federal Highway Administration, and involved municipalities. During these workshops, possible river crossing location options, interchange options, and lane requirements for the roadway were identified and explored. Viable options for the I-74 corridor were then combined to create the Concept Alternatives.

As you review the attached Concept Alternatives, please note the following:

- The alternatives represent only the approximate location and configuration of roadway improvement alternatives. In the next steps of this study, the proposed roadway improvements will be refined and adjusted.
- The interchange and alignment alternatives have been combined for ease of presentation to illustrate four “complete” alternatives (Alternative I, Alternative II, Alternative III, and Alternative IV). However, the elements (i.e., interchange and alignment options) of the Concept Alternatives are interchangeable. As an example, the river crossing location of Alternative I could be combined with the interchanges in downtown Moline and Bettendorf identified in Alternative II.



# Concept Alternatives

Following are 9 graphics depicting the Concept Alternatives. The project study area has been split into the following four segments to illustrate the proposed improvement alternatives under consideration. Moving from south of 23<sup>rd</sup> Avenue in Illinois north along I-74 the following are illustrated:

- South Segment (south of 23<sup>rd</sup> Ave to south of 19<sup>th</sup> Ave): Alternative I
- Central Segment (south of 19<sup>th</sup> Ave to approx. Lincoln Rd.): Alternatives I, II, III, and IV
- Near North Segment (Lincoln Rd. to north of US 6 interchange): Alternatives I and II
- Far North Segment (north of US 6 interchange to north of the 53<sup>rd</sup> Street interchange): Alternatives I and II